

## IN THE CLAIMS

1-11. Cancelled.

12.(Previously Presented) A device for heating and/or air conditioning the passenger compartment of a motor vehicle, comprising an engine-cooling loop in which a heat-carrying fluid circulates for taking up heat from the engine and returning the heat to an air heater; a heat-pump loop in which a refrigerant fluid circulates, said heat-pump loop containing a compressor, a first evaporator constituting a cold source of the heat pump at which the refrigerant fluid takes up heat from the surroundings, and a first condenser constituting a hot source of the heat pump at which the refrigerant fluid gives up heat, the first condenser being integrated into the engine-cooling loop upstream of the air heater, the device further comprising an air-conditioning branch containing a second condenser and a second evaporator, the air-conditioning branch having an upstream end connected to the heat-pump loop downstream of the compressor, and a downstream end connected to the heat-pump loop upstream of the compressor, and a switching device making it possible to make the refrigerant fluid circulate either in the air-conditioning branch, or in the heat-pump branch, is such a way as to form a heat-pump loop, and

further comprising a modular casing containing the first evaporator, first valve system of the first evaporator for controlling the quantity of heat-carrying fluid which passes through the first evaporator an anti-return valve upstream of the evaporator, the first condenser, second valve system of the first condenser for controlling the quantity of heat-carrying fluid which passes through the first condenser, the switching device and a pressure-reduction

means of the heat-pump loop for reducing the pressure of the refrigerant fluid between the first condenser and the first evaporator,

wherein said first valve system is operatively connected with said second valve to control an intake pressure of said compressor.

13-14.Cancelled.

15. (Presently Amended) ~~The device of Claim 1,~~ A device for heating and/or air conditioning the passenger compartment of a motor vehicle, comprising an engine-cooling loop in which a heat-carrying fluid circulates for taking up heat from the engine and returning the heat to an air heater; a heat-pump loop in which a refrigerant fluid circulates, said heat-pump loop containing a compressor, a first evaporator constituting a cold source of the heat pump at which the refrigerant fluid takes up heat from the surroundings, and a first condenser constituting a hot source of the heat pump at which the refrigerant fluid gives up heat, the first condenser being integrated into the engine-cooling loop upstream of the air heater, the device further comprising an air-conditioning branch containing a second condenser and a second evaporator, the air-conditioning branch having an upstream end connected to the heat-pump loop downstream of the compressor, and a downstream end connected to the heat-pump loop upstream of the compressor, and a switching device making it possible to make the refrigerant fluid circulate either in the air-conditioning branch, or in the heat-pump branch, in such a way as to form a heat-pump loop wherein the device further comprises an evaporator heat regulating loop comprising a first valve system operatively connected

to a heat source and fluidly connected to said first evaporator, said first valve system controlling the amount of heat transferred to said evaporator and thereby controlling an inlet pressure to said compressor.

16. (Withdrawn). The device of claim 15 wherein said heat source comprises one of an exhaust pipe or an oil circuit within said engine.

17. (Previously Presented) The device according to claim 15 wherein said first valve system is comprised of an evaporator valve and an evaporator bypass valve, said evaporator valve allowing an evaporator heating fluid to flow to said first evaporator and thereby transfer heat to said first evaporator, said evaporator bypass valve allowing fluid to bypass said first evaporator.

18. (Presently Amended) The device of Claim 1, A device for heating and/or air conditioning the passenger compartment of a motor vehicle, comprising an engine-cooling loop in which a heat-carrying fluid circulates for taking up heat from the engine and returning the heat to an air heater; a heat-pump loop in which a refrigerant fluid circulates, said heat-pump loop containing a compressor, a first evaporator constituting a cold source of the heat pump at which the refrigerant fluid takes up heat from the surroundings, and a first condenser constituting a hot source of the heat pump at which the refrigerant fluid gives up heat, the first condenser being integrated into the engine-cooling loop upstream of the air heater, the device further comprising an air-conditioning branch containing a second condenser and a second evaporator, the air-

conditioning branch having an upstream end connected to the heat-pump loop  
downstream of the compressor, and a downstream end connected to the heat-pump loop  
upstream of the compressor, and a switching device making it possible to make the  
refrigerant fluid circulate either in the air-conditioning branch, or in the heat-pump  
branch, is such a way as to form a heat-pump loop, said device further comprising a  
valve system operatively connecting said engine cooling loop to said first condenser  
when additional heating capacity is required, when no additional heating capacity is  
required said valve system operatively disconnects said first condenser from said engine  
cooling loop.

19. (Previously Presented) The device according to claim 18 wherein said valve  
system is comprised of a condenser valve and a condenser bypass valve, said condenser  
valve is connected to said engine cooling loop to allow said heat-carrying fluid to flow  
to said first condenser and thereby allow heat to be transferred to said heat-carrying fluid  
in said engine cooling loop, said condenser bypass valve is connected to said engine  
cooling loop to allow said heat-carrying fluid to bypass said condenser so that no heat is  
transferred from said first condenser to said heat-carrying fluid.

20. (Previously Presented) The device according to claim 15 further comprising  
a second valve system wherein said engine cooling loop is operatively connected to said  
first condenser by said second valve system when additional heating capacity is  
required, and operatively disconnected from said first condenser by said second valve  
system when no additional heating capacity is required.

21. (Previously Presented) The device according to claim 15 wherein said second valve system comprises a condenser valve and a condenser bypass valve, said condenser valve allowing fluid to flow to said first condenser and thereby transfer heat to said heat-carrying fluid in said engine cooling loop, said condenser bypass valve allowing fluid to bypass said condenser so that no heat is transferred from said first condenser to said heat carrying fluid.

22. (Previously Presented) The device according to claim 21 wherein said second valve system is adapted to control the loading of said compressor.

23. (Presently Amended) ~~The device of Claim 1~~ A device for heating and/or air conditioning the passenger compartment of a motor vehicle, comprising an engine-cooling loop in which a heat-carrying fluid circulates for taking up heat from the engine and returning the heat to an air heater; a heat-pump loop in which a refrigerant fluid circulates, said heat-pump loop containing a compressor, a first evaporator constituting a cold source of the heat pump at which the refrigerant fluid takes up heat from the surroundings, and a first condenser constituting a hot source of the heat pump at which the refrigerant fluid gives up heat, the first condenser being integrated into the engine-cooling loop upstream of the air heater, the device further comprising an air-conditioning branch containing a second condenser and a second evaporator, the air-conditioning branch having an upstream end connected to the heat-pump loop downstream of the compressor, and a downstream end connected to the heat-pump loop

upstream of the compressor, and a switching device making it possible to make the refrigerant fluid circulate either in the air-conditioning branch, or in the heat-pump branch, is such a way as to form a heat-pump loop; wherein the cooling loop includes a first valve system to control the quantity of heat-carrying fluid which passes through the first condenser and the heat-pump loop includes a second valve system to control the quantity of heat-carrying fluid which passes through the first evaporator,

wherein said first and second valve system systems control an intake pressure of said compressor.